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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
is given in the
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PRESS,
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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No. 15,246, 號六十四百二千五萬一第 日三十月正年三十三緒光 HONGKONG, MONDAY, FEBRUARY 25TH, 1907. 一拜禮 號五十二月二年七零百九千一英港香 PRICE, \$3 PER MONTH.

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TOBACCONISTS.**

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GARRICK CIGARETTES
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PORTLAND CEMENT.
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SHEWAN TOMES & CO.,
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Hongkong, 3rd October, 1906. a2544

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THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Storage will
be Open at 10 A.M. and 10 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1901. 47

KWONG TAI LOY.
RATTAN FURNITURE, BAMBOO BLINDS,
TIENSTEIN CARPETS,
JAPANESE AND SHANGHAI SUN BLINDS,
MATTINGS of all Colours and
JAPANESE GOODS of all Descriptions.
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HONGKONG. 2188

NOTICE.
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to SIGN the name of our Firm.
SHEWAN TOMES & CO.
Hongkong, 15th February, 1907. 400

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WAYS COMPANY, LIMITED**
IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.00 a.m. Every 10 minutes
9.30 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 10 minutes
NIGHT CARS.
8.45 p.m. to 9.00 p.m., 9.45 to 11.15 p.m.,
every 15 min.
Extra Cars at 11.15 p.m. and 11.45 p.m.
SUNDAYS.
4.00 a.m. to 9.00 a.m. Every 15 minutes
9.30 a.m. to 10.30 a.m. Every 30 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 10 minutes
6.00 p.m. to 7.00 p.m. Every 15 minutes
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Road Central.
JOHN D. HUMPHREYS & SONS
Liquidators.
Hongkong, 27th August 1906. 1824

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FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and POOCHOW
LACQUERED WARE.
19, QUEEN'S ROAD CENTRAL
Hongkong, 21st September, 1906. 2081

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SHOT. From No. 10 to 5585 at \$7 and
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and AIR GUNS in Variety.
Inspection Invited.
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Hongkong, 26th October, 1906. 1824

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FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1906. 46

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the direct personal supervision of our Cutters, and by OUR OWN WORKMEN ON
THE PREMISES.

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a33

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THE LEADING MINERAL WATER OF THE EAST.
THE HIRANO MINERAL WATER CO., LD., KOBE.
AGENTS: F. BLACKHEAD & CO.
Hongkong, 16th August, 1905. 1688

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Otsuji, Esakura, Tsubakuro, Yoshinotani, Y. Shio, Yanokibara, and other Coals.
Y. KOBAYASHI, Manager, Hongkong.
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CHAMPAGNES
POMMERY & GRENÔ.
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15, QUEEN'S ROAD CENTRAL.
Hongkong, 9th February, 1907. a34

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THE UNRIVALLED SCOTCH WHISKY
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(First-floor).

**STOCKBROKERS' ASSOCIATION OF
HONGKONG.**

NOTICE.
THE SETTLEMENTS. This Month
will take place on WEDNESDAY, the
27th instant.
By Order of the Committee.
B. S. JOSEPH,
Hon. Secretary.
Hongkong, 23rd February, 1907. 439

WANTED.
MASTER AT ONCE. Certificated
MASTER for Steam Launch plying
up the West River and in the Canton Delta.
Reply stating age, experience and salary
required.
"A. H."
Care of "Daily Press" Office.
Hongkong, 23rd February, 1907. 446

**SCOTTISH MASONIC QUADRILLE
ASSOCIATION.**

THE FIFTH AND REGALIA DANCE
will be held in the CITY HALL, on
THURSDAY, the 7th of March. Dispensation
to wear Regalia for English and Scotch Masons
has been received from the DIST. GRAND
MASTER. No limitations to this Dance will
be issued after the fifth day of March.
A Launch will leave the Star Ferry Wharf
at 2 A.M. to convey Kowloon residents back.
JOHN J. BLAKE,
Hon. Secretary.
Hongkong, 20th February, 1907. 431

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825)
Funds nearly
\$11,000,000.
BEFORE assuring elsewhere compare the
Standard's rates with those of other
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DODWELL & CO., LD.,
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H. HAYNES, Manager.
a224

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Attending and Toilets
Private Bar and Billiard Rooms
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1906. a264

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PRIVATE HOTEL.**
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
ELECTRIC LIGHT, Hot and Cold Water
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SHAMEN—CANTON.
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(HOTEL-SANITARIUM OF SOUTH
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MACAO.
HAS been re-opened under European
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as to food cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desiring of
a few days' rest and quiet.
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paying a visit to the historical and picturesque
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Two steamers (S.S. Sai Au and Sui Tai) daily to
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Cable address—"BOAVISTA."
For Terms, apply
THE MANAGER.
a2201

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**THE HONGKONG STEAM WATER
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any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
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J. W. KEW,
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Hotel Mansions, 3rd Floor.
Hongkong, 8th August, 1905. 2264

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The Undersigned, AGENTS for the above
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against FIRE at Current Rates.
SHEWAN TOMES & CO.,
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Hongkong, 11th July, 1906. 1349

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No. 10, D'AGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1759

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Hongkong, 21st February, 1907.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to the Editor.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed or unsigned communications that have already appeared in other papers will be inserted.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: 2888. Office: A.B.O. 4th St. 2d Floor.

P.O. Box, 28. Telephone No. 13.

DEATH.

On February 17th, at Shanghai, the wife of Mr. H. J. Solomon, of pneumonia, aged 33 years.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C1
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 25TH, 1907.

The appearance in Japan of "The Review of Revolutions," or "Revolutionary Review," concerned chiefly with the state of affairs in China, would make it appear that we were too hasty in suggesting the insignificance of any anti-dynastic movement in China. This journal has no doubt whatever that a genuine revolution is toward, the tardy appearance of any convincing demonstration being attributed to the fact that "the Chinese Revolutionists are very careful to make good preparation for the final reconstruction." Assuming for the moment that there is a possibility of their one day striking a shrewd blow at Manchuism and Mandarinism, we can do no more than commend this cautious approach, whereby reconstruction is to be ready instantly to follow destruction. The "Revolutionary Review" says the aim of the Chinese rebels is "quite similar to that of the Russian Revolutionists with respect to the reforms political and may be said to be more substantial and practicable as to the reforms socialistic." Again it is of interest to look at the subject from the Japanese point of view. Some time ago we quoted Japanese comments hostile to the Chinese revolutionaries, and bidding them beware of throwing China "out of the fryingpan into the fire." This "Revolutionary Review" deals with those same comments, and in entire sympathy with Dr. SUN YAT-SEN and his followers, re-

proves the commentators, in a page of English as vigorous as it is picturesque. Those who mock at the Chinese revolution are flatly exposed as suffering myopia. The revolution is in deadly earnest, a matter of life and death, and not to be smiled at. This "true friend to the Chinese Revolutionists," published in Japan, makes us feel a little ashamed. "There are," it goes on, "in this world, thanks to the immensity of the universe, a certain kind of bigots left existing who look at an egg, and at once persist upon to say it is a hen's egg and nothing else, whereas they take no time to think that a tortoise can lay eggs, or even a snake does same." So, with regard to the Chinese revolution in embryo, the mockers, ourselves included, are chided for "persisting upon to repeat some erroneous promise of a syllogism. The Chinese Revolutionists, with their formidable object in prospect, after ten years' painstaking in hard-coreling preparations, [so Sir ROBERT HART is in some way implicated?] are now coming up to the stage to perform their vital act." And once on the stage, what is expected of them? The "Revolutionary Review" says:—

"Their first achievement must be destruction. They take therefore an advantage of the general disaffection of people toward the Manchu regime and Government. This is perfectly natural and wise enough. To do with a devilish ghost of the past, and to replace thereof the Government of the people by the people for the people, (decidedly Japan is now civilized) there is no otherwise than to win the heart of people at the very bottom. Putting aside all racial prejudices, and all malices and animosities of the vanquished against the conqueror, that some Philippines or Poles may well feel or sympathize with, but we Japanese cannot from want of actual experience, we come to a safe conclusion that the vengeance is an initial force to the whole dynamic movements, and not the ultimate end of the Chinese Revolutionists. Is it not publicly proclaimed that these revolutionists have no idea to take any measure of an eye for an eye, or a tooth for a tooth, against the Manchus, save overthrowing the Tsing dynasty, and making them surrender or expelling them out of China Proper?"

In view of this intention, to kick out the Manchus as IZAKA WALTON impaled the worms, tenderly, as though he loved them, it does seem reasonable to call the mocking Japanese press "blamable," especially as it caused "some foreign papers to vibrate in unison." The "Revolutionary Review" holds that the Chinese revolution is not hopeless, that its success is not improbable. The Foreign Powers have abandoned the idea of the partition of China, and it would pay them, our red contemporary suggests, to support the revolution. Japan too should encourage it. The whole world is disgusted with the policies of the Manchu government. Sooner or later the revolutionaries will accomplish their aim "and lay an everlasting foundation of a Republic in China." Then why does not Japan support them? The cat is out of the bag; it is the "Revolutionary Review" which unties the string. Japan is afraid for her Sea Power! "Nor we can ever be an optimist who thinks Japan is able enough to take the reformed China for its foe, even in struggling for the possession of Marine Potency over the Asiatic seas. No calculation is necessary to prove that what the whole country of Japan could devote to the maintenance of her Navy instrumentalities is scarcely equivalent to what some two Provinces of China can easily afford." And finally, "that which makes the Chinese Revolutionists fear is the lukewarmness of diplomatic policy of their neighbouring country, and not the actual aggression by the Western Powers,—their fear is an aggression from Japan." Thus after all it seems we were not so very wrong in doubting the importance of the revolution. So long as Japan is unsympathetic and retains its "marine potency," the potency of the Chinese revolutionaries is likely to amount to nothing. The time of the Manchu, of Mandarinism, is not yet.

Mr. Tokichi Tanaka has been appointed Consul (de Carrière) of Japan at Hongkong.

The list of Justices of the Peace for 1907, official and unofficial, is published in the Gazette.

The Gazette notifies mariners that the Whistle Quenoy Spit buoy, Amoy district, is missing, and that notices will be given when it is replaced in position.

The copy of an order of His Majesty the King in Council applying the Domicile Act, 1861, between the United Kingdom and Japan for the protection of the estates of deceased persons is published in the Gazette.

Shrieks which proceeded from ironmonger's shop in Wellington Street early on Saturday morning caused considerable consternation in the vicinity. It appears that a bedroom at the rear of the shop was occupied on the morning in question by several folk, and one of them, who arose early, trod upon the corner of a companion. The latter seized a crowbar which was handy and dealt his compatriot a blow on the head, inflicting a wound about four inches long, and in entire sympathy with Dr. SUN YAT-SEN and his followers, re-

A number of influential capitalists of Tokyo, Osaka, Kyoto and Kobe, have a scheme on foot to establish a large spinning company, with a capital of ¥20,000,000, to work 20,000 spindles. The promoters are now making preliminary arrangements for the location of the company.

The Uraga Dockyard Company has decided to increase its capital by ¥1,500,000, to bring up the total to ¥5,000,000. New shares will be placed on the market shortly. It is stated that certain influential capitalists have agreed to take up the whole of the new shares to be offered.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 8 of 1906, entitled—An Ordinance to authorize the construction and maintenance of certain Naval and Military Works upon and over certain portions of the Crown Foreshore and seabed situate upon the Harbour frontage of the City of Victoria, in this Colony.

"Chinaman" writes an indignant letter complaining that a stamp seller at the post office refused to accept five Hongkong twenty-cent pieces, issued by the Hongkong Government. We should have thought they would have been accepted anywhere, if only for their rarity. However, "Chinaman" had better write to the Postmaster direct, stating his grievance.

A scheme to form a company to be named the Japan Petroleum Refining Company, which has been on foot in Osaka, for the purpose of refining cheap heavy oil for illuminating purposes by a patent process, has much advanced. The capital of the concern has been fixed at ¥1,000,000, in 20,000 shares, of which 15,000 are to be undertaken by the projectors and supporters. The remainder are now on the market.

The Japan Beer Brewing Company (Dai Nippon Brewery Company) has purchased the Tokyo Beer Company's machinery, plant, and stock-in-trade, and the transfer was completed at the end of last month. The brewery at Hologaya, which belonged to the Tokyo Beer Company, has been renamed the Hologaya factory of the Dai Nippon Brewery Company. The trade-mark of the Tokyo Beer Company, a cock's head, will be retained.

The Japan Life Insurance Company has declared a dividend for last year at the rate of 12 percent. The net profit for the year amounted to ¥680,845. Of this sum, ¥3,000 was paid for dividend, ¥680,000 placed to the special reserve, and ¥17,845 carried forward. New policies issued by the company during last year totalled 20,355, representing an aggregate of ¥9,745,000, an increase of about ¥2,500,000 on the figures for the preceding year. The number of contracts standing at the end of last year was much decreased. The total amount of premium liability stood at ¥4,586,000, for 125,835 persons. The reserve of the company for losses stood at ¥6,777,777, which added to the legal reserve, makes a grand reserve total of ¥7,500,000.

Detective Sergeant Terrell placed a native before Mr. C. D. Melbourne of the Police Court on Saturday on a charge of attempting to obtain \$69 by false pretences. The defendant, it appears, came to Hongkong for the races, where he lost all his money on the third day. He was anxious, however, to try his luck again on the off-day, so he raised the necessary money by visiting the Ke Shing pawnshop in Queen's Road Central where he wished to put in pawn what appeared to be a massive gold bangle. Examination of the article, however, showed that it was brass, and the pawnbroker gave the defendant in charge. After hearing the evidence his Worship decided that he could not record a conviction, as the defendant did not attempt to palm off the bangle on an ignorant person. The Chinaman was therefore discharged.

MARINE MAGISTRATE'S COURT.

Saturday, February 23rd.

BEFORE LIEUT. C. W. BECKWITH, R.N. (MARINE MAGISTRATE).

AN UNLICENSED COXSWAIN.

Inspector Langley presented the coxswain of the steam launch Lee Fat for disobeying the lawful orders of the Harbour Master by taking charge of the said launch after his certificate had been suspended.

Inspector Langley said that the defendant was charged only so recently as on the 12th inst., before his Worship, and on proof of his being the one to blame in a matter of a narrow escape from a serious collision in the harbour, had his certificate suspended for three months. Notwithstanding that, he went back on board, and it was believed, had been working just as usual since then.

Constable Berrie said he was patrolling the harbour on Saturday morning when he saw the launch Lee Fat crossing. The actions of this launch, being generally open to suspicion, he put on all speed and signalled the Lee Fat to stop. This, however, the launch clearly showed she had no intention of doing, for she fired up, and clapped on all possible speed to leave the police behind. But they only went from the fryingpan into the fire, for while they were keenly eyeing their stern-chaser, another chaser was upon them from almost dead ahead, so that the Lee Fat found herself between two fires, with the result that she had to surrender at discretion—there was nothing else to do. It was just as suspected; the unlicensed coxswain was on board in charge and his arrest at once followed.

After hearing further evidence his Worship said he was determined to put a stop to this sort of thing, and as a warning and deterrent to others imposed a fine of \$50, the alternative being two months' imprisonment with hard labour.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

MR. BRODERSEN SAVED.

OTHER RECOVERIES FROM THE "BERLIN" WRECK.

LONDON, February 23rd.

Other passengers have escaped death, by clinging all night and all day to the unsubmerged portions of the s.s. *Berlin*. Fourteen were removed with great difficulty and danger, among whom was Mr. Brodersen of Hongkong. He had suffered thirty-five hours' exposure.

BRITISH ARMY TINKERING.

LONDON, February 23rd.

The Army Estimates show a decrease of 2,600,000.

EXETER HALL.

LONDON, February 23rd.

Exeter Hall has been bought by Mr. Joseph Lyons.

EUROPEAN WEATHER.

LONDON, February 23rd.

The severe storms continue, and further reports of wrecks continue to come. Snow has been falling for twenty hours in Switzerland, and many people have been frozen to death.

WATERLOO CUP.

LONDON, February 23rd.

Sir Robert Jardine's "Longspan" has won the Waterloo Cup.

[REUTERS' SERVICE.]

BYE ELECTION.

LONDON, February 21st.

Mr. Esselmont, Liberal, polled 3,779. Mr. Macneil, Unionist, 3,412, and Mr. Bramley, Socialist, 1,740.

THE JAPANESE IN THE HAWAIIAN ISLANDS.

LONDON, February 21st.

Official visits have been exchanged between the Japanese officers and the local authorities at Honolulu. The ships in harbour are dressed. Five thousand Japanese welcomed their compatriots.

WRECK OF A PASSENGER STEAMER.

LONDON, February 21st.

The Great Eastern Railway steamer "Berlin" from Harwich to the Hook of Holland has been wrecked off the Hook. One hundred and forty-one were drowned, including ninety-one passengers. The *Berlin* was trying to enter the harbour and was driven on to the Northern jetty, where she broke in two. The forepart of the vessel sank, and the passengers and crew, who were gathered on the after part, drifted on to a sambank. Among the drowned were Mr. Arthur Herbert, King's Messenger, and nineteen of the chorus of the German Opera Company, which had just finished a season at Covent Garden Theatre. Mr. Brodersen of Hongkong was on the passenger list.

STEAMER SUNK AT NEW ORLEANS.

LONDON, February 21st.

The French cruiser *Kleber* rammed and sank the steamer *Hugona* at New Orleans. Eight Japanese firemen were drowned.

THE WRECK OF THE "BERLIN."

LONDON, February 22nd.

The life boat made continual desperate efforts yesterday evening to reach the wreck of the *Berlin*, on which several persons were visible and their cries audible. Communication was established three times but each time the rope snapped.

Eleven persons were saved from the wreck of the *Berlin*; viz. five of the crew, two ladies of the Opera Company, and four gentlemen, the latter including Mr. Brodersen.

Prince Henry of Prussia motored to the Hook and twice approached the wreck in a tug.

A gale continues on the Western part of the Continent. A Norwegian three-masted schooner is on the coast of Denmark, and 13 of the crew have been drowned. At Cuxhaven, a German cruiser collided with, and sank a tug, five of the crew of the latter being drowned.

BRITISH AMBASSADOR IN AMERICA.

LONDON, February 22nd.

Mr. Bryce has arrived at Washington.

CHINA FIRE INSURANCE COMPANY, LIMITED.

The report for presentation to the shareholders at the thirty-eighth ordinary meeting to be held at the Company's offices on Thursday March 7th, at noon, reads:—

The Directors have now the pleasure to submit their annual report and statement of the Company's accounts made up to 31st December last.

1905.—The balance at credit of working account as per last report was ... \$344,008.98
Add premium since received ... 23,427.28
Deduct claims paid in 1906 ... \$ 91,070.05
Deduct return premium, &c., &c. ... 15,025.16
Balance at credit of working account ... \$367,526.26

1906.—The balance at credit of working account at the close of this year was \$362,930.05, which is a satisfactory increase compared with the previous report.

It is proposed to apportion this sum as follows:—

Dividend of \$6 and bonus of \$2 per share on 20,000 shares ... \$160,000.00
To add to investment fluctuation account ... 5,000.00
To add to extra reserve fund, which will then stand at \$320,445.65 ... 9,951.63
Bonus to effectants ... 5,469.42
Balance at credit of working account ... \$361,431.05

1906.—The balance at credit of working account at the close of this year was \$362,930.05, which is a satisfactory increase compared with the previous report.

Directors: Messrs. E. Skellern, R. Shawan and H. W. Slade resigned their seats on leaving the Colony and Messrs. D. M. Nisim, A. Babinington and G. Balloek were appointed to fill the vacancies. On the return of Mr. E. Shawan, Mr. A. Babinington resigned and the former gentleman was invited to rejoin the board. These appointments will require the confirmation of shareholders.

Messrs. A. G. Wood and E. Gosz retire by rotation, and, being eligible, offer themselves for re-election.

Auditors: Messrs. W. Hutton Potts and A. R. Lowe have audited the annexed accounts and offer themselves for re-election.

A. HAUPT, Chairman.

WORKING ACCOUNT, 1st January to 31st December, 1906.

To charges account:—
Rent, salaries, legal and surveyors' fees, taxes, stamps, stationery &c. \$44,183.01
Directors' and auditors' fees 7,403.00
\$51,586.01

To commission account:—
Agents' commissions 44,889.06
To exchange account:—
Difference in exchange 69.82
To loss account 1906:—
Claims after deduction of re-insurances 58,197.56
Amount written off:—
Furniture account 100.00
To balance 362,930.05
\$18,996.10

By premium account:—
Premiums after deduction of re-insurances 372,741.05
By interest account:—
Amount at credit, including interest due on deposits and investments, &c. 145,412.47
By transfer to account:—
Amount at credit 119.98
\$518,996.10

By premium account:—
Premiums after deduction of re-insurances 372,741.05
By interest account:—
Amount at credit, including interest due on deposits and investments, &c. 145,412.47
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LOCAL SPORT.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

STEWARDS:—His Excellency Sir Matthew Nathan, K.C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.V.O., C.M.G.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Lieut.-Col. A. E. Aitken; The Hon. Mr. W. J. Gresson; J. C. Jupp, Esq.; Captain F. W. Lyons; J. C. Pater, Esq.; H. P. White, Esq.; H. E. R. Hunter, Esq.; G. C. C. Master, Esq.; D. Macdonald, Esq. CLERKS OF THE SCALE:—H. P. White, Esq.; D. Macdonald, Esq. UANDICAPPING:—Major H. P. E. Parker, Capt. F. W. Lyons. JUDGES:—The Hon. Sir Paul Chater, Kt., C.M.G.; STARTER:—The Hon. Mr. F. H. May, C.M.G.; RECORD STARTER:—Mr. C. H. Ross. TIME KEEPER:—T. S. Corcoran, Esq. HON. TREASURER:—C. W. May, Esq. CLERK OF THE COURSE:—T. F. Hough, Esq.

OFF DAY. The Off Day on Saturday witnessed a revival of interest in racing, and the better weather attracted a large gathering. H.E. the Governor occupied his usual place in the stand. The card included six events, and on the whole they proved very interesting. The first race gave opportunities to the non-placed ponies to show their form, but nothing definite could be based on the performances in that race. Results:—

THE "LUCKY" CUP.—Value \$250. Presented. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. Entrance \$10 to go to second pony. Half a mile.

Father O'Flynn's Dublin, 11st 1lb. (Mr. Vids) 1
Mr. D. Macdonald's Highland Bonnet, 10st 10lb. (Mr. Master) 2
Mr. Stewart's Off Chance, 11st 1lb. (Mr. Gresson) 3

Messrs Hough and Shawan's "Invincible's Hope" 10st 12lb. (Mr. Macdonald) 0
Mr. Hurstham's Wicked 10st 12lb. (Mr. Clarke) 0
Mr. J. Gray Scott's Whitehaven 11st 1lb. (Mr. Brutton) 0
Mr. A. J. Williams' Brython 11st 1lb. (Mr. Large) 0

Mr. Magpie's Cherub 10st 12lb. (Mr. Gresson) 0
Mr. Hunter's Polar 11st 1lb. (Mr. Hickman) 0
After several false starts, the bunch got away, Off Chance and Cherub being in the van. Highland Bonnet lay third and soon passed into second place, but in the straight Dublin drew ahead and though Master rode well he could not do better than follow the leader. Off Chance simply struggled into third place. Time 1.01. Winner: \$64.50. Pari mutuel: 1st, \$12.70; 2nd, \$6.50; 3rd, \$12.70.

Mr. Faa Comanche, 11st 1lb (Mr. Vids) 1
Mr. Ellis Kadoorie's Indian Chief, 10st 1lb (Mr. Clarke) 2
Mr. John Peel's Craven 10st 2lb (Mr. Gresson) 3
Messrs. Hough and Shawan's Laverie's...
Hops 10st 5lb (Mr. Mackie) 4
Mr. Copenhagen's Crisis, 10st 12lb (Mr. Dapree) 5

Comanche and Crisis took the lead together and kept in company all the way round to the hill when Crisis drew ahead but had to give place to his rival. Indian Chief advanced into second position but could not win. Crisis being beaten, finished fourth. Time 2:23. Winner: \$3.50. Pari mutuel: 1st, \$6.50, 2nd, \$15.70.
THE "SPRING ROSE" CUP.—Presented For all griffins that have run at this Meeting and not won a race. Weight for inches as per scale. Unplaced ponies allowed 5 lb. Off-day winners barred. Entrance \$10 to go to second pony. Three quarters of a mile.
Messrs. Hough & Shawan's Pride of Cadzow, 10st 12lb (Mr. Vids) 1
Mr. Ellis Kadoorie's Indian Chief, 10st 1lb (Mr. Clarke) 2
Mr. John Peel's Craven 10st 2lb (Mr. Gresson) 3
Mr. Hunter's Polar 10st 10lb 5lb allowance (Mr. Hickmann) 4
Polar did not get away at the start but the trio went off in a bunch. Manchester Chief assumed the lead. Beaufort following and Cadzow lying third. Past the village Vids whipped up his mount and snatched victory from Manchester Chief. Time 1:35-4.5. Winner: \$16.50. Pari mutuel: 1st, \$7.80, 2nd, \$7.

CRICKET.

KOWLOON V. H.K.C.C. "A".
This league match was played at Kowloon on Saturday, and ended in a win for the Kowloonites by ten runs. Scores are—

KOWLOON	H.K.C.C.
E. A. Fowler, run out	31
A. A. Clayton, c. Lightfoot, b. Martin	11
A. Young, b. MacKaskill	11
P. Jacks, b. Martin	11
A. MacKaskill, c. Tiltman, b. Martin	19
S. Robinson, not out	11
H. C. Chamber, c. Harrop, b. Martin	11
W. Peake, c. Harrop, b. Martin	0
H. S. Garrett, c. Lightfoot, b. Martin	0
F. Bevington, c. Harrop, b. Martin	7
A. Harrop, b. Martin	7
B. Easton, not out	0
Total	106
KOWLOON	H.K.C.C.
MacKaskill, b. Fowler	0
Martin, b. Fowler	10
Dixon, c. Plummer, b. Fowler	14
Parker, run out	3
Robinson, b. Peake	4
Lightfoot, b. Young	45
Day, b. Peake	6
Mead, not out	21
Wheeler, c. Fowler, b. Peake	6
Harrop, b. Young	3
Tiltman, b. Fowler	3
Bates, not out	12
Total	118

H.K.V.C.

The fourth sheet in the 1906-7 Subscription Cup Competition of the Light Half No. 2. Company was held (Sunday) yesterday at Tai Hang. Twenty-eight men shot over the range. The best cards returned were—

A CLASS.	B CLASS.
Gunner Warrack ... 75 + 10 = 85	Gunner le Breton ... 53 + 15 = 68
Sergt. Blood ... 68 + 9 = 77	Gunner Jay ... 57 + 9 = 66
Capt. Wright ... 65 + 12 = 77	Gunner Asotit ... 55 + 11 = 66
Capt. Armstrong ... 68 + 8 = 76	Gunner Greenhill ... 55 + 5 = 60
Gunner Bird ... 64 + 9 = 73	

THE V.R.C.

NEW SITE GRANTED.
The sporting public as well as the numerous members of the Victoria Recreation Club will be pleased to learn that the Government have at last granted the Club the site near Murray pier. It is expected that the division wall between the Naval yard Extension and the new V.R.C. site will be finished within a month, then a match will be erected as a temporary Club house pending the erection of a permanent building.

The annual athletic sports of the V.R.C. will be held on the ground of the Hongkong Football Club at Happy Valley on April 6th. The programme contains a long jump, high jump, 120 yards hurdle race, 100 yards challenge cup, 220 yards handicap, 221 yards handicap, 440 yards challenge cup, half-mile scratch race, one mile flat race, international team race, 220 yards, tug-of-war, open to officers, non-commissioned officers and men of the Navy, Army, Volunteers and European police, girls and boys' races, sac race, two bicycle races, one and three miles, half-mile flat race for sailors, soldiers and police and consolation race.

WEST END PARK.

The following regulations, made by the Governor-in-Council, for the maintenance of good order and the preservation of property in West End Park appear in the *Gazette*—
1. No person shall pick or handle flowers or plants or do any injury to any plant or tree.
2. No person shall walk upon the grass.
3. No person shall put his feet on the seats, nor lie upon any seat.
4. No person shall sit or lie on the ground or other property of the Government in the Park.
5. No kites shall be flown in or from the Park.
6. All persons using the Park shall conduct themselves in a quiet and orderly manner.
7. No part of the Park may be used as a drying ground nor for the deposit of builders' and other rubbish.

HAMBURG.

[FROM OUR CORRESPONDENT.]

January 22nd.

BREMER CHAMBER OF COMMERCE.

The annual report of the Chamber of Commerce of Bremen fully bears out the favourable account of the trade of Germany during the past year given by the Hamburg Chamber. It begins by stating that the twelve months under review have shown once more that the economic development of the country is proceeding on sound lines and on the whole free of unhealthy excrescences. As in most other countries increased activity in all branches of industry as compared with the previous year, and that of a remunerative character, has to be recorded which in its turn has had a beneficial effect on commerce and shipping. The earnest endeavours of the Great Powers to avoid serious conflicts in politics and commercial questions, the outcome of a growing feeling of responsibility on their part with regard both to war and tariff feuds have been potent factors in producing these favourable results. The conference of Algiers is a proof of the anxious desire of all the powers for the maintenance of peace. It is gratifying to note the improved relations between the German and British peoples, which is due in a great measure to the forcible manner in which both in the press and at several meetings of representatives of the two nations the common interests and the absence of all real causes for a quarrel have been accentuated.

AMERICAN COMPETITION.

The danger of serious commercial complications between Germany and the United States in consequence of the new autonomic tariff of the former has been averted at the last moment by a provisional agreement which, although it expires on June 30th of the present year, will, it is hoped, lead to the establishment of a permanent settlement of the difficulty in the interests of both countries.

NEW WORKS.

After expressions of sympathy with regard to the awful calamities that have befallen San Francisco and Valparaiso the report proceeds to say that the flourishing state of affairs has tended to stimulate enterprise and has led to the creation of new works of different kinds on Bremen territory, the necessary capital having been supplied either entirely or in a considerable proportion by citizens of the republic. A second free harbour was opened on October 1st and the Senate and the Harbourschaff with a view to the further development of the port have now decided upon the construction of new extensive docks a little further down the river.

THE FUTURE.

There is no reason to doubt the continuance of the present activity in trade, provided peace be preserved, as higher wages have increased the spending power of the working classes and have raised their standard of living, whilst the commercial community has profited by the experience of the year 1906. The formation of trusts and syndicates is becoming more general, and although the system possesses serious disadvantages, it acts beneficially in so far as it permits of a clearer view of the situation being taken and its requirements being taken and of guarding against the danger of over production.

RISING PRICES.

A natural result of commercial and industrial activity has been an advance not only in the prices of most kinds of raw material but also in that of money, the precautionary measures which the Reichsbank as well as the Bank of England thought fit to adopt having for the time increased the stringency in the money market. But however gratifying a high rate of interest may be as the outcome of healthy and prosperous trade it must in the long run tend to hamper the development of many an undertaking, especially of such as possess but a small or even a moderate working capital. It is therefore to be hoped that the Reichsbank may soon find means to strengthen its gold reserves and to reduce its rate of discount.

NEW TAXATION AND TARIFFS.

Amongst the most important events of the past year are the coming into force of the new imperial taxation on July 1st, and August 1st, and of the revised customs tariff; the latter will necessarily exercise considerable influence on the future economic development of the country, but it is as yet too early to express an opinion as to what the ulterior effect on trade will be.

TOBACCO.

The decided refusal of the Reichstag to sanction a higher rate of duty on tobacco has relieved the trade, more particularly the cigar manufacturing industry, of a heavy incubus which for the last ten years had weighed upon it; signs of a revival are already apparent. Most of the other articles dealt in in the Bremen market have shared in the general improvement.

POLITICS.

The dissolution of the Reichstag to which the government felt compelled to have recourse has created great excitement throughout the country and it now remains to be seen what its effect will be. It is devoutly to be wished that no fresh surprise may be sprung upon us.

SHIPPING AT BREMEN.

The commercial treaties are gone into at some length but it would lead too far if I were to enter into particulars, nor can I attempt to follow the report in its exhaustive comment on the trade with foreign countries. That with the United States and Cuba is dealt with very fully as is also that with China and the Far East, but as the account differs but little from that of the Hamburg Chamber, a summary of it would be a needless repetition on my part and might tire your readers. I will therefore conclude by quoting a few figures relating to the shipping of the port of Bremen which I picked up elsewhere.

An increase of 78 vessels of together 157,268 reg. tons over last year is recorded; the total number of vessels arriving on Bremen account from abroad in the different ports on the river Weser amounted to 4,413 of 3,507,456 reg. tons against 4,335 of together 3,350,198 tons viz:—
1,519 of 1,732,889 tons against 1,642 of 1,710,684 tons in Bremerhaven.
83 of 5,449 tons against 11 of 6,135 tons in Vegesack.
2,550 of 1,337,296 tons against 2,459 of 1,267,395 tons in Bremen.

To these have to be added 120 vessels of 20,569 tons which called at several ports and bring up the total to 4,413 of 3,507,456 tons against 4,335 of together 3,350,198 tons. The arrivals in the Bremen ports of the Weser are in German vessels 56 vessels of 201,179 tons against 140 vessels of 225,370 tons the falling off being attributable to the destruction of a large cotton warehouse there by fire and to the opening of the second free harbour in Bremen; in Brake 108 vessels of 185,399 tons were entered against 118 of 187,789 tons; in Nordenham 94 of 30,337 tons against 49 of 40,271 tons and in the other smaller places 2 vessels of together 433 tons against 6 of 1,190 tons in the previous year.

ANOTHER BIG LINER BUILDING.
By way of a postscript I may still mention that the Hamburg American Line has just ordered a new steamer to be built at Harland & Wolffs, Belfast, the dimensions of which will exceed those of the *Kathleen Augusta Victoria* and the *America*. It is to be 19 knots an hour and to be able to carry, besides a crew of 500, 550 first class passengers, 350 second class, 1,000 third class and 2,350 steerage passengers. There will be a restaurant twice the size of those on board the former two vessels, as the system has found so much favour with the public, a large winter garden, swimming and Turkish baths and last but not least—Tennis courts! The steamer is to be named the *Europa*.

R.H.K.Y.C.

EIGHTH CLUB RACE.

The eighth club race was sailed yesterday over a course from the mark boat off Green Island to the Trocas Rock buoy and thence to the mark boat at the starting line, the North Fairway buoy and home. "Vernon," "Dione" and "Maudie" started in the championship class, and at the start "Dione" took the lead, but on the run down to the first mark was forced considerably out of her course by a junk. "Vernon" shortly afterwards forged ahead and rounded the mark first with "Dione" second and "Maudie" third. The boat to Trocas Rock saw no difference in the position and "Vernon" led throughout the race which ended with the yachts coming in as under:—
"Vernon" ... 1
"Dione" ... 2
"Maudie" ... 3

ONE DESIGNERS.

All the boats started in this event, "Sprite" got across the line first and was making good time when in endeavouring to avoid a collision with a sampan she grazed the native craft's rudder and was caught on the anchor rope, "Colleen" and "Kathleen" in the meantime made a good lead with "Min" who lost way at the outset through some trouble in getting her spinnaker arranged, while "Bonito" was last to get across the line. "Colleen" led round the first mark, being followed by "Kathleen," "Min," "Sprite" and "Bonito," and this position was maintained until the Trocas Rock buoy, the mark boat and the North Fairway buoy were passed. From this buoy on the road home "Colleen" overtook the mark and allowed "Kathleen" to take the lead while "Sprite" took the centre of the channel and "Bonito" went on the Hongkong side losing considerably owing to the heavy foul tide. "Min" who followed "Colleen" and "Kathleen" towards Yauwatt drew up on the former and finished close after "Kathleen" who was second while "Sprite" finished fourth and "Bonito" being out of the race went straight to her moorings.

CORINTHIAN YACHT CLUB.

The race for the "China Mail" Cup of one designers in the Corinthian Yacht Club concluded yesterday, the result being:—
"Gael" sailed by Mr. McIvor ... 1
"Nina" sailed by Mr. Hazleard ... 2
"Astoria" sailed by Mr. Sheppard ... 3

WAS IT A DREAM? "A PRIVATE AUDIENCE."

I found myself in the presence of the Empress Dowager of China. She was standing on a raised dais behind a black wood table. As she moved towards me I bowed up. Fortunately, I then remembered to sink into a profound courtesy, but not before I had noticed the dark piercing eyes in a pale face. The strange history of this extraordinary woman flashed across my mind as I made the necessary obeisance to royalty. The Empress asked me several amiable questions about myself and my husband. When she spoke her face lighted up, and her smile was pleasant. She appeared wonderfully young for her age, and I was remarking how delicate and rather thin though beautiful hands when she suddenly said: "What is now interesting you most in England?" "The Education Bill introduced by Mr. Birrell," I answered. The Empress burst out laughing. I looked up surprised, and perhaps a little hurt. She quickly replied to my question thoughtfully, and with those dark, clever eyes turned on me not unkindly, she explained:—

"You Westerners have such strange ideas about education. The aim of education is not merely self-advancement for the individual, but to teach the people the highest virtues and their duty to the father and the country, he individual character formed by education learns the control of families and understands the right government of the nation. Real education supports the religion whose purest ideals will improve the customs and ways of the people, establishing good and healthy principles. A brave and militant spirit should be cultivated. Agriculture and commerce must not be neglected by the State, talented men being specially trained in these arts, so as to guide the masses, to whom essential and not unnecessary things need be taught. Yes, true education should strengthen the Empire and unite the ruler and the people in love of their country." She ceased.

"What could I say? Our idea of education is advancement for the individual, or idea of government a fight for party politics. The Empress turned away.
Her laugh still rings in my ears.—*Outlook*.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SHIPBUILDING AT HOME AND ABROAD IN 1906.

UNITED KINGDOM.

PARTICULARS OF TOTAL OUTPUT.
During 1906, exclusive of war ships, 886 vessels of 1,828,341 tons gross (viz. 815 steamers of 1,809,433 tons and 71 sailing vessels of 18,910 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 19 of 108,456 tons displacement. The total output of the United Kingdom for the year has, therefore, been 915 vessels of 1,936,797 tons. In these notes, war ships are excluded from consideration except where they are specially mentioned.

The output of merchant tonnage in the United Kingdom during 1906 shows an increase of about 295,000 tons on that of last year, the previous highest on record. As regards war vessels, however, the total for 1906 is 21,351 tons less than in 1905.

It may be mentioned that over 99 per cent of the tonnage launched has been built of steel, and that 99 per cent is composed of steam tonnage.

COMPARISON OF REGISTERED TONNAGE, 1905-1906.

Of the total output, 1,446,856 steam tons and 10,946 sailing tons, or 1,457,802 tons in all (over 79 per cent) have been built for registration in the United Kingdom. In this connection, it should be noted that the tonnage of United Kingdom vessels lost, broken up, &c. during twelve months is shown by Lloyd's Register of Shipping Returns for recent years to average 251,000 tons (1900-1905, 250,000 tons). Sales to foreign and colonial owners for the twelve months ended November, 1906, according to the Registrar General's Returns, reached a total of 504,000 tons (421,000 steam, 83,000 sail). On the other hand 2,956 tons (steam) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 38,600 tons (35,500 steam, 3,100 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 121,000 tons, and the steam tonnage to have increased by 885,000 tons. The net increase of United Kingdom tonnage during 1906 is therefore the record figure of about 764,000 tons. For the previous six years the estimated net increases were as follows:—1901, 543,000 tons; 1902, 643,000 tons; 1903, 405,000 tons; 1904, 420,000 tons; 1905, 469,000 tons.

VESSLS LAUNCHED FOR ABROAD.
In 1906 204 per cent of the total output has been built for foreign and colonial shipowners, as compared with 21 per cent in 1905, 18.23 per cent in 1904, 18 per cent in 1903 and 1902, 23 per cent in 1901 and 1900, 19 per cent in 1899, and 22 per cent in 1898. Germany has again provided the largest amount of work for the shipbuilders of the United Kingdom, viz. 20 vessels of 104,207 tons (nearly 90 per cent of the total output). Norway occupies the second position with 71,464 tons and South America comes third with 40,660 tons, being followed by the British Colonies (39,337 tons), France (19,674 tons), Denmark (14,288 tons), and Austria-Hungary (13,239 tons).

SIZE OF VESSELS.
Attention has been drawn in previous shipbuilding summaries issued by Lloyd's Register to the increasing number of large steamers under construction. During the four years, 1892-5, on an average eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to 25, and to 39 for the four years 1900-3, although it dropped to 26 for the three years 1904-6. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1892-5; 17 were launched during the four years 1896-9, while 32 were launched during the four years 1900-3, and 12 during the three years 1904-6.

At the present time there are under construction 35 vessels of 6,000 tons and upwards, of which 12 are of over 10,000 tons each. The largest steamers which have been launched during 1906 are the following:—

Tons gross.
Lusitania ... 32,000
Mauretania ... 32,000
Adriatic ... 23,500
Empress of Ireland ... 14,191
Arcturion ... 10,937
Amazon ... 10,937

It may be noted that existing steamers of less than 5,000 tons, the average tonnage of steamers launched in the United Kingdom during 1906 is 3,526 tons gross.

OUTPUT OF LEADING PORTS.
As was the case in 1905, the Newcastle district occupies the first place among the principal shipbuilding centres of the country, showing an output of 385,987 tons. Then follow in order Glasgow (332,213 tons), and London (326,701 tons). Greenock (238,477 tons), Millwall (147,847 tons), Belfast (146,231 tons), and Harbottle (144,662 tons). In war ship tonnage the leading ports stand thus:—Barrow (24,710 tons), Newcastle (17,129 tons), and Glasgow (16,770 tons).

TURBINE VESSELS.
The number of steamers in which the turbine method of propulsion has been adopted is steadily increasing. During 1906 two such vessels have been launched in the United Kingdom. Their names are as follow:—

Tons gross.
Lusitania ... 32,000
Mauretania ... 32,000
St. George ... 2,456
St. David ... 2,387
St. Patrick ... 2,387
Immingham ... 2,049
Maybloss ... 1,940
Viper ... 1,713
Kingfisher ... 583
Duchess of Argyll ... 481

OTHER SPECIAL TYPES.
The returns for the year under review include 35 vessels of the tug-of-war, truck deck, and auxiliary-framed types; 195 steam trawlers and other fishing vessels; 59 dredgers, barges, &c.; 19 tugs; 17 yachts; and other vessels designed for special service. Besides these, 35 vessels, principally intended for river and harbour purposes, have been built in the United Kingdom and taken to pieces for shipment abroad.

PROGRESS OF WORK IN HAND DURING THE YEAR.

As regards the movement of the shipbuilding industry during the course of 1906, Lloyd's Register Returns show that, at the opening

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PHOTO ALBUMS!!
PHOTO ALBUMS!!!

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORMS-ON-RHINE.)

	1 doz. bottles	2 doz. bottles
SPARKLING MOSELLE	28.00	28.00
Do. HOCK	28.00	28.00
LAUBENHEIMER	13.00	13.00
GRAACHER	14.00	14.00
NIERSTEINER	15.00	15.00
HOCHHEIMER	20.00	20.00
LIEBFAUMLICH	24.00	24.00
CALIFORNIA RIESLING	6.50	7.50
Do. HOCK	6.50	7.50

10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

of the year, irrespective of war ships, 1,355,756 tons (1,350,839 steam, 4,917 sail), were being built in the United Kingdom. The returns for the March quarter indicated an increase of about 46,000 tons in the work in hand; and the June figures were slightly better still. The total for September, however, showed a very large decrease (141,000 tons) and at the present time the work in progress (viz. 1,166,989 tons) is no less than 242,000 tons below the totals of six months ago, and only reaches 82 per cent of the total for September, 1901, when the highest amount of tonnage recorded in the Society's returns as being under construction at any one time was attained. As regards the amount of war ship tonnage under construction in the country the highest total recorded by Lloyd's Register was reached in March, 1900, when 454,000 tons displacement were in hand. The total is now 205,858 tons.

COLONIAL AND FOREIGN COUNTRIES.

PARTICULARS OF TOTAL OUTPUT.
There have been built abroad, during the year, 550 vessels of 1,091,420 tons (442 steamers of 884,613 tons and 308 sailing vessels of 206,807 tons). These figures show an increase of about 200,000 tons as compared with those for 1905. This increase which affects the output of most countries is not, however, shared by France and Italy, the total tonnage of the former showing a reduction for the year of 38,000 tons, and of the latter of 31,000 tons. Among foreign countries the four leading places are held by the United States of America (441,000 tons), Germany (318,000 tons), Holland (67,000 tons), and Norway (61,000 tons).

The total output of war vessels (119 of 254,522 tons displacement) shows an increase of about 21,000 tons displacement on the figures for the preceding year.

UNITED STATES.

The total merchant tonnage reported from the United States (44,087 tons), is nearly 189,000 tons larger than that of the previous year. This accounts for about 70 per cent of the total increase in the Colonial and foreign output for 1906. A further large increase is observable in the output of vessels built for service on the Great Lakes, which has now reached the record total of nearly 473,000 tons. This tonnage includes no less than 30 steamers of between 6,000 and 7,500 tons, the largest being the "William B. Kerr," launched by the Chicago Shipbuilding Co. on the 29th December.

An increase is also shown in the number of large seagoing steamers. The largest vessel of this class launched was the "Mexican" of 8,991 tons, built at San Francisco, while six others of between 6,000 and 7,000 tons have been launched during the year. Mention may also be made of the launch of the wood 6 masted schooner "Alice M. Lawrence," 3,132 tons, built at Bath, Me.

Three steamers fitted with steam turbines were launched during the year, viz.: "Crescent," 6,500 tons, "Albatross," 4,500 tons, and "Governor Cobb," 2,525 tons.

GERMANY.

The returns show a steady development in the shipbuilding industry in Germany. During the years 1896-1899 the average yearly output was 152,000 tons; for the years 1900-1903 it was 205,000 tons. The figures for the last three years are as follow:—1904, 202,000 tons; 1905, 255,000 tons; and 1906, 318,000 tons. It is at the same time worthy of notice that notwithstanding this increased output in Germany, that country still remains as previously mentioned, the largest foreign customer of the shipbuilders of the United Kingdom.

The largest steamer launched in the country during 1906 was the "Kronprinzessin Cecilie," 14,000 tons, while twelve other steamers of between 6,000 and 10,000 tons were also launched. Germany has also launched the largest sailing vessel of the year, viz. the steel 5-masted bark "R. C. Rickmers," 5,548 tons, which, it should be stated, is also fitted with auxiliary steam power.

FRANCE.

The tonnage launched in France (35,214 tons) in 1906 shows the great decrease of 38,000 tons as compared with 1905. This falling off does not apply only to the amount of tonnage produced, but is also to be noted in the size of the vessels launched. The figures include only one steamer of 6,000 tons and two others of about 3,000 tons. A reference to Table VII will show at a glance the remarkable diminution which has steadily taken place during the last four years in the output of tonnage in France, which was 122,196 tons launched in 1902, has sunk in 1906 to 35,000 tons. This is the lowest recorded total since 1895.

AS WAS THE CASE IN THE PREVIOUS THREE YEARS NO STEEL SAILING VESSEL WAS LAUNCHED IN 1906.

HOLLAND.
The total tonnage (68,869 tons) launched in Holland during the past year does not include vessels known to be exclusively intended for river navigation. The figures show an increase of nearly 23,000 tons on those for 1905. From returns received from that country it appears that the tonnage of barges, lighters, and other river vessels launched during 1906 amounts to over 45,000 tons.

NORWAY.

The total output of Norway (60,774 tons), is about 8,000 tons higher than that for 1905, and, as in that year, it

THE
ROBINSON PIANO
CO. LTD.TALKING
MACHINES

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT.

MUSIC.

LATEST COMIC OPERA SCORES.

DANCE MUSIC.

JUST ARRIVED.

Hongkong, 29th November, 1906.

practically entirely composed of steamers of between 1,000 and 1,500 tons, only two steamers being over 2,000 tons, the largest being of 2,735 tons. Table VII, shows that the output of tonnage in this

NOTICE.

Communications regarding Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and sent to the office of publication, after that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG HORTICULTURAL SOCIETY.

FLOWER SHOW

THE BOTANICAL GARDENS.

TO-MORROW (TUESDAY).

26TH FEBRUARY, 1907. 1 P.M. TO 6 P.M.

Admission: 50 cents.

H.E. THE GOVERNOR has kindly consented to distribute the prizes at 5 P.M.

WEDNESDAY, 27th February, 1907.

Open 10.30 A.M. to 3 P.M.

Admission: 50 cents.

3 P.M. to 6 P.M. Admission: 20 cents.

Children Half Price.

TEA will be obtainable on the Ground.

By kind permission of Lieut-Col. COURT MONTAGUE and Officers, the Band of the Third Battalion, Middlesex Regiment, will play on both days from 2.30 to 6 P.M.

Hongkong, 25th February, 1907. 449

MACAU HOUSE

TO BE LET.

A THREE STORED HOUSE, with 12 Rooms, Kitchen and Compoonds. Centre locality, Fine view of the Harbour and City. A really modern house, Rent very moderate. Apply to—

MISS E. MARQUES.

Rua de S. Domingo, Nos. 3 & 45.

Macau, 23rd February, 1907. 450

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. L. ENGL, to sell by Public Auction,

On WEDNESDAY,

the 27th February, 1907, at 2.30 P.M., within her Residence "St. Michaels" No. 26, Plantation Road, the Peak.

THE WHOLE OF HER

VALUABLE HOUSEHOLD

FURNITURE,

Comprising—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES WITH BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, FINEST SERVICE, TEAKWOOD WARDROBES, MARBLE TOP WASHSTANDS, CHEST-OF-DRAPERS, TEAKWOOD DRESSING TABLES WITH BEVELLED GLASS, &c., &c., &c.

Also

A Large Quantity of PLANTS in POTS

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 25th February, 1907. 451

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE COMPANY'S Steamship

"HAITAN,"

John J. S. Roach, will be despatched for the Ports TO-MORROW, the 26th inst.

For Freight or Passage, apply to

DOUGLAS, LA PAKE & Co., General Managers.

Hongkong, 23rd February, 1907. 449

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On WEDNESDAY, the 27th February—

From Pak-sha-wan, in a North-Easterly direction, at ranges up to 6,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On THURSDAY, the 28th March—

From Stonecutters, in a Westerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m., and finishing at 12 noon.

From Lyemun and Davis Peak, in a North-Easterly and Easterly direction, at ranges up to 10,000 yards, commencing at 2 p.m., and finishing at 5 p.m.

On MONDAY, the 4th March—

From Lyemun S. Dt., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On TUESDAY, the 5th March—

From Albion Battery and Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On WEDNESDAY, the 6th March—

From Stonecutters, in a Westerly direction, at ranges up to 6,000 yards, commencing at 9.30 a.m., and finishing at 12 noon.

On FRIDAY, the 8th March—

From Stonecutters Central, in a Westerly direction, at ranges up to 14,000 yards, commencing at 10.30 a.m., and finishing at 12 noon.

On MONDAY, the 11th March—

From Kowloon West and North Point, in a Westerly and Northerly direction, at ranges up to 10,000 yards, commencing at 9 a.m., and finishing at 1 p.m.

On TUESDAY, the 12th March—

From Lyemun S. Dt., in a North-Easterly direction, at ranges up to 7,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On WEDNESDAY, the 13th March—

From Albion, in a Westerly direction, at ranges up to 6,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

On THURSDAY, the 14th March—

From Stonecutters Central, in a Westerly direction, at ranges up to 10,000 yards, commencing at 7 p.m., and finishing at 9.30 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

CHARLES WILLIAM BECKWITH, Lieutenant R.N., Harbour Master, &c.

Hongkong, 22nd February, 1907. 447

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 25th February, 1907, at 11 A.M., at their SALES ROOMS, No. 3, Des Vaux Road, (Corner of Ice House Street), 300,000 EGYPTIAN AND TURKISH CIGARETTES, in Packets and in Tins (in Good Order and Condition). Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 22nd February, 1907. 445

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (MONDAY), the 25th February, 1907, at 2.30 P.M., at No. 8, Knutsford Terrace, Kowloon, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, THEREIN CONTAINED, Comprising—

PLUSH COVERED DRAWING ROOM CHAIRS, TEAKWOOD OVERMANTLES WITH BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLES AND CHAIRS, FINEST SERVICE, TEAKWOOD WARDROBES WITH BEVELLED GLASS, MARBLE TOP WASHSTANDS, CARPETS, RUGS, &c., &c., &c.

Also

One COTTAGE PIANO by M. F. Richards & Co., Hamburg, (in Good Order and Condition).

On view on Saturday, the 23rd inst.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th February, 1907. 423

PONIES! PONIES! PONIES!

THE Undersigned will hold their Annual Sale of

RACE PONIES

BY

PUBLIC ROUP

Opposite the CITY HALL, ON

WEDNESDAY

next, the 27th February, 1907, at 3.30 P.M.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd February, 1907. 443

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders will be held in the Office of the Company, Queen's Buildings, New Prince, THIS DAY (MONDAY), 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, 1907, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 25th February, 1907. 322

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

THE EIGHTEENTH ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 2nd March, 1907, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th February until SATURDAY, 2nd March, both days inclusive.

By Order of the Board.

C. MOONEY, Secretary.

Hongkong, 23rd February, 1907. 441

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 11 A.M., on THURSDAY, the 7th March.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st February to the 7th March, both days inclusive.

By Order of the Board.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 11th February, 1907. 335

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-EIGHTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 7, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order.

GEO. L. TOMLIN, Secretary.

Hongkong, 8th February, 1907. 363

ENTERTAINMENT

THEATRE ROYAL.

FOR A SHORT SEASON ONLY

TO-NIGHT (MONDAY),

Feb. 25th.

THE

BANDMANN COMEDY

COMPANY.

22 LONDON ARTISTES 22

Under the personal Direction of

MAURICE E. BANDMANN

will present the following latest London Successes:

Monday, 25th Feb. HIS HOUSE IN ORDER.

Tuesday, 26th Feb. CHARLEY'S AUNT.

Wednesday, 27th Feb. LAMAR KLESHNA.

Thursday, 28th Feb. THREE MUSKETEERS.

Friday, 1st Mar. THE PROFESSOR'S LOVE STORY.

Saturday, 2nd Mar. THE SILVER KING.

Monday, 4th Mar. THE SIGN OF THE CROSS.

Tuesday, 5th Mar. THE ADMIRABLE CRICHTON.

Wednesday, 6th Mar. ALL OF A SUDDEN PEACOCK.

Thursday, 7th Mar. THE IDLER.

Friday, 8th Mar. EAST LYNN.

PRICES OF ADMISSION: 3s, 2s and 1s.

Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp

Hongkong, 9th February, 1907. 372

COMB AND INSPECT

Our Special Variety of

ARTISTIC VIEW POSTCARDS

ALL KINDS OF

FOREIGN POSTAGE STAMPS, ALBUMS

AND OTHER

PHILATELIC GOODS

At PRICES TO SUIT ALL BUYERS.

GRACE & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 128

TO LET.

TO LET.

NO. 6, LYEMOON VILLAS, Kowloon.

Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.

Apply to—

Care of "Daily Press" Office.

Hongkong, 21st January, 1907. 241

TO LET.

ROOMS on the Ground, First, and Second Floors of No. 14, DES VEAUX ROAD CENTRAL, formerly occupied by Messrs. Shaw, Thomas & Co., suitable for European Offices, and Godowns (for dry goods storage). Apply to—

HO TUNG.

Comproadore Department.

Jardine, Matheson & Co.

Hongkong, 23rd February, 1907. 442

TO LET.

NO. 28, LEIGHTON HILL ROAD.

Immediate Possession.

No. 26, LEIGHTON HILL ROAD. Possession 1st March, 1907.

Apply to—

THE COMPROADORE, Nippon Yusen Kaisha.

Hongkong, 4th February, 1907. 339

TO LET.

NO. 27, SEYMORE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 90 & 91 GODOWN PRAYA EAST.

Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 13th November, 1906. 1103

TO LET.

IMMEDIATELY, the Capacious Premises on the Ground-floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Kearney & Co., Ltd.

Apply to—

GILMAN & CO., Hongkong, 23rd January, 1907. 290

TO LET.

IN AUSTIN AVENUE, Kowloon, Nos. 2, 6 & 7. From 1st March, 1907.

Apply to—

Comproadore Department.

E. D. SASSOON & Co.

Hongkong, 1st February, 1907. 325

TO LET.

POSSESSION FROM 1ST MARCH NEXT.

WELLBURN, No. 81 the PEAK.

Apply to—

JAVA-CHINA-JAPAN LIJN, York Buildings.

Hongkong, 22nd January, 1907. 254

TO LET—FURNISHED.

A Nicely Situated and Well FURNISHED HOUSE at Kowloon. Electric Light, &c. Apply to—

M. J. H., Care of "Daily Press" Office.

Hongkong, 19th February, 1907. 425

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in BYRON TERRACE.

A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

PLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. 191

TO LET

TO LET.

FROM 1st MARCH, 1907.

NO. 3, CARNARVON VILLAS, and No. 5, LOCHIEL TERRACE, Kowloon.

Apply to—

HEWAN & Co., No. 15, Connaught Road, West.

Hongkong, 1st February, 1907. 624

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPROADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. 197

TO BE LET.

FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT.

"TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate

INTIMATIONS

S. MOUTRIE & CO. LTD.
ESTABLISHED 1875.

BABY GRANDS
BY
RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. 139

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 1st March, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1907. 449

MITSUBISHI BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
A.I. A.R.C. and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide... 34 "
DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 86 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 64 "
DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 364 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
Suitable for vessels up to 1,000 TONS.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES for undertaking BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.
1175



LADIES' AND GENTS' BOOTS AND SHOES.

EASTMAN KODAKS, CAMERAS AND PHOTOGRAPHIC GOODS.

PRICES MODERATE.

A TACK & CO.,

25, DES VUEX ROAD CENTRAL.
Hongkong, 19th January, 1907. 39

NOTICE TO CONSIGNEES
"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns, where they will be examined on or before the 7th Mar., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Feb., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 22nd February, 1907. 438

NOTICES TO CONSIGNEES.

S.S. "TONKIN,"
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London or S.S. "Derogues" and "Charente," from Havre or S.S. "Charente," in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 25th Feb., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th Feb., or they will not be recognized. All damaged packages will be examined on Monday, the 25th Feb., at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 19th February, 1907. 2

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT,"
FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 19th February, 1907. 7

DAMPTSCHEFFS-RHEIDERITZ "UNION" ACTIEN-GESELLSCHAFT.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"ALBENGA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be presented within ten days of the steamer's arrival, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by CARLOWITZ & Co.,
Agents.
Hongkong, 20th February, 1907. 436

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"MACEDONIA,"
FROM LONDON BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. "Moolton"
From Persian Gulf, ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 21st February, 1907. 1

HAMBURG-AMERIKA LINIE.
THE H.A.L. Steamship
"BRASILIA,"

Captain Russ, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Feb. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Feb., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 21st February, 1907. 437

MAIL TABLES FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office, Hongkong, 26th January, 1907.

SCIENTIFIC MISCELLANY.

THE FIRST LIFE-A NEW DEATH TEST—A FLY PARASITE OF RATS—THE GLIDING BOLT—CORK FROM CELLULOSE—CONSUMPTIVES THAT GROW FAT—A FAMILY WITH MANY TEETH—DISSOLVED GAB—TORSORIAL SANITATION—A NEEDED INVENTION.

The beginnings of life have been lately studied by Miss Rina Monti in some of the newer lakes of the Alps. In the Lake of the Seracs, which has been formed within the memory of present inhabitants, only five species of life are to be found, and these are all plants, four being diatoms. In Ong and Tiganga, two older lakes, animal forms—feeding upon the diatoms—have begun to appear. The observations make it evident that life in a lake begins with diatoms that absorb the carbonic acid dissolved in the water, and that the next stage is the development of simple animal organisms, like rhizopods, that subsist on vegetable forms already existing. Geologists have inferred that the first life on earth began in the ocean in this same way.

A newly-suggested test of death—claimed to be infallible—depends upon the alleged fact that hydrogen sulphide always forms in the lungs within twelve to twenty-four hours after death, and finds its way out of the body through the air passages. The presence of the gas is determined by placing in the nostril of the supposed corpse a piece of absorbent paper moistened with a solution of lead acetate. The paper is blackened by any trace of the gas, but remains unchanged if life still lingers in the body.

The new fly of East Africa, described by W. Dozier as *C. dybolicus murum*, was discovered by Dr. Robert Koch as parasites in the skin of rats suspected of plague. Flies hatched from the maggots in just one month. It is supposed that the eggs are laid in the earth, and that the larvae attach themselves to the parts of the rats touching the ground. Larvae of another fly of the same genus are found in holes of railroad builders in Guinea.

The new gliding boat made in Paris by Léon-racour and Léon-racour consists essentially of a light pointed, main section, which is connected by a light wood platform two feet long to a large flat tail thirty feet long. The forward section contains the motor, from which a shaft runs to the propeller in the tail. The rear end of the tail is almost submerged, while the forward end and the main boat float on the surface, and are almost lifted out of the water by the action of the propeller. The new fifty-horse power eight cylinder Antoinette motor is used. In calm weather the new form of boat glides very rapidly on the surface of the water, and in rough water—this being the special advantage claimed over sliding and ordinary boats—it is able to run at fair speed.

The artificial cork of a recent French patent is made of a mixture of amorphous cellulose (gith of rushes, powdered locoweed shells, or paper pulp) fibrous cellulose (distilled-down, textiles, or esparto pulp), and agglutinating cellulose (solution of nitro-cellulose). Glass lined moulds with small holes for the escape of vapors are used to shape the pasty composition. The volatile solvents of the nitro-cellulose are evaporated; the corks are removed from the moulds, and the nitro-cellulose is denitrated by a reducing agent. The finished material is given resistance to water by dipping into tungsic acid.

Tuberculous patients that live and grow fat are reported by Dr. Guilhaud, a French physician. He has found a form of tuberculosis that remains in the condition of a local lesion, is usually associated with an excessive deposit of adipose tissue, and is curable. He believes it arises from implanting attenuated Koch bacilli in so-called scrofulous persons.

While the average man is satisfied with a maximum of 32 teeth, a Turk near Bairburt, in Asia Minor, boasts of 45, all perfect. He belongs to a well-toothed family, his mother and a sister each having the same number.

Acetylene is now carefully purified, washed and dried, and stored in cylinders in dissolved form, safely in using the compressed gas being thus ensured. Cylinders of any desired size are filled with such porous absorbent as asbestos or a special charcoal cement, making explosion in the cylinder impossible, and the porous material is then soaked with a fixed quantity of acetone, a volatile organic liquid having the peculiar property of absorbing twenty-five times its own volume of acetylene at atmospheric pressure and 60° F. and a greater proportion at increased pressure. In practice, the cylinders contain ten times their own volume of acetylene for every atmosphere of pressure. The compression being ten atmospheres, the cylinders contain 100 times their own volume of acetylene, or ten times more than when the undissolved gas is compressed in the ordinary way.

A register of sanitary hairdressing establishments, with a penalty to comply with the regulations, is a plan of the health officers of Budapest. Among the recommendations of the medical adviser are that regular customers should provide their own toilet requisites; that all shavers and fittings should be made of glass; that the use of puffs should be discarded for a better method of applying powder; that a barber or hairdresser should refuse to attend a customer apparently suffering from disease of skin or hair; and that all razors and combs should be kept five minutes in a five per cent solution of sodium carbonate. Ladies' hair-curlers and tongs would be boiled ten minutes.

A safety appliance for the hand which is a great mechanical need, in the view of Prof. Kapp, of Birmingham University. The danger is not so much in the blow the operator may receive as in his inability to be knocked off his balance and fall when working at a considerable height.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated February 21st 1907:—Races holidays have absorbed most of the attention during the week under review, and very little business has been done in shares. The sterling demand rate of exchange on London closes at 2s. 2 1/2-16d., and rates on Shanghai are unchanged. Barsilver in London is quoted 31 1/2-16d., and Consols 43 1/2-16d.

BANK SHARES.—Hongkong and Shanghai changed hands at \$80 to \$85, or the dividend and bonus of together £2 1/2-16d., or \$24.33.18 per share, paid on 19th inst.; the London rate is £105. 5s. 6d. or divided 4. Nationals are wanted at \$51; an extraordinary general meeting of shareholders in the National Bank of China Limited will be held on 6th proximo to consider certain alterations in the articles of Association.

MARINE INSURANCE SHARES.—A few Unions sold at \$30 and \$32 1/2, and a share can be placed now at \$32 1/2. North China sold at £18. 8s. 6d. or divided 4. No change in other stocks under this heading.

FIRE INSURANCE SHARES.—Hongkong have been done at \$85, and close firm at that rate. Chinas have been fixed at \$89 and \$93, closing with sellers at the higher figure.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamboats changed hands at \$27 1/2 and \$30, the market closing firm at \$30. Indo-China are nominally \$58, without any business, the Shanghai rate being £11. 6s. 6d., while London quotes £9. 5s. 6d. China and Manilla are obtainable at \$29 1/2, and Douglas remain on offer at \$36. Star Ferries are quiet but steady at \$30 for old, and \$29 for new shares. Shell Transport are steady at \$38, the London quotation being 38s. Hongkong Steam Water Boats are on offer at \$34.

REFINERIES.—Without any sales and unchanged.

MINING SHARES.—Charbonnages are 8450 nominal; an interim dividend of Frs. 35 per share for account of 1906 is payable in Paris on 1st March, 1907. Banks have sellers at \$3. Chinese Engineering and Mining Co. Shares can be placed at £12 1/2.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company's shares have been done in small way at \$140. Parroticks and New Amoy Dock Shares are unchanged and without any inquiry. Shanghai Docks have advanced to £10 1/2 buyers. Hongkong and Kowloon Wharves sold at \$94, while Shanghai and Hongkong Wharves are on offer in the north, and quoted £12. 23s. 6d. for old or new issue, and £12. 22s. for new shares, sellers, with buyers at £12. 23s. per share less.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investment and Agency Company's shares changed hands at rates ranging between \$105 and \$107, and are wanted at \$107. Humphreys sold at \$11.20 to \$11.1, and have sellers at the higher rate. Shanghai Lands are quoted at £12. 10s. 6d. for old, or the final dividend of £12. 4s. per share, and new shares at £12. 6s. 6d. of the dividend of £12. 0s. 6d. per share paid on 21st inst. Hongkong Hotels and Hotels buyers at \$12 1/2. Other stocks under this heading are unchanged and without any sales.

COTTON MILLS.—Shanghai quotations are: Ewos £12. 7s. 6d., Internationals £12. 6s. 6d. and Lion King Mows £12. 13s. 6d., while Soyceless have improved to £12. 4s. 6d. Hongkong Cottons are firmer and wanted at \$11.80.

INSURERS.—MARINE INSURERS.—Green Island Companies sold and have buyers at \$21 1/2. Icos are quoted 32 1/2 buyers or the final dividend of \$18 per share paid on 19th inst. In other stocks under this heading no business has been transacted, and quotations are unchanged.

MISCELLANEOUS.—China Providents have buyers at \$33. Langkats are quoted £12. 23s. 6d. a first interim dividend in respect of the current year's working of £12. 7s. 6d. per share has been declared, payable on 15th proximo; transfer books will be closed from 6th to 15th proximo, both days inclusive. Watsons sold at \$12 and have further buyers. No change or business to report in other stocks under this heading.

W. WHITELEY LTD.
Universal Providers.
WESTBOURNE GROVE, LONDON, W.

THE BIGGEST STORE IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.

General Illustrated Catalogue (250 pages), at any Departmental List sent free to hand for applications.

NOW ON SALE.
THE DIRECTORY AND CHRONICLE
FOR 1907.

Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

Abbey's Effer-vescent Salt
Have't you found out about Abbey's Salt yet?
You know for a fact that there is nothing so bad for your health as a disordered stomach or a sluggish Liver.

It is also a fact that there is nothing so good for a disordered Stomach or a sluggish Liver as Abbey's Salt.

Now you know—don't forget to use it.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd.,
145, Queen Victoria Street, London, E.C.

CLEANSE YOUR BLOOD
WITH GRIMAUDT & CO'S SANSAPARILLA



DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905 1674

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

MAGNESIA

70

Luxury & Economy

meet in Van Houten's Cocoa, for it not only possesses the finest flavour, it is also the most economical in use.

"Goes farther than other brands, and is therefore more economical."—Health.

"Its flavour, soft and fully developed, is delicious."—Court Journal.

van Houten's Cocoa

Best & Goes Farthest.

A LIGHT NOURISHMENT FOR GENERAL USE.

Allenburys' DIET

The "Allenburys' DIET is for Adults and is quite distinct from the "Allenburys' Foods for Infants, ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids and the Aged.

The "Allenburys' DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.

The "Allenburys' DIET is made in a minute by the addition of boiling water only.

SHIPPING.

ARRIVALS.

BOURBON, French str., 23rd February—from Canton.
 CHIPSING, British str., 1,109, M. Picknell, 24th Feb.—Saigon 18th Feb. Rice.—Jardine, Matheson & Co.
 FOCKHART, British str., 1,187, W. E. Sawyer, 24th Feb.—Calcutta 10th Feb. Coal.—Jardine, Matheson & Co.
 GLAMORGANSHIRE, British str., 5,727, H.C. Norris, 23rd Feb.—Shanghai 20th Feb. General.—Shewan, Tomes & Co.
 HAITAN, British str., 1,182, J. S. Rasm, 24th February—Coast Ports 23rd Feb. General.—Douglas, LaPrairie & Co.
 HANGKANG, British str., 1,395, Spencer Wilde, 24th Feb.—Shanghai via Swatow 20th Feb. General.—Jardine, Matheson & Co.
 KIORHO MARU, Japanese str., 1,536, T. Takimura, 23rd February—Mojji 17th Feb. Coal.—Osaka Shosen Kaisha.
 KWANGTAR, Chinese str., 1,336, Wm. H. Lund, 23rd February—Shanghai 20th February. General.—Chinese.
 MICHAEL JENSEN, German str., 351, Langschwager, 23rd Feb.—Hoboken 22nd Feb. General.—Jensen & Co.
 PHU YEN, French str., 23rd February—from Canton.
 SAXONIA, German str., 3,316, F. Sachs, 24th February—Shanghai 21st Feb. General.—Hamburg-Amerika Linie.
 SHINANO MARU, Jap. str., 3,900, K. Kamura, 23rd Feb.—Seattle 22nd Jan. and Shanghai 21st Feb. General.—Nippon Yusen Kaisha.
 SORHU MARU, Japanese str., 1,119, T. Suruga, 24th Feb.—Shanghai via Foochow, Amoy and Swatow 17th Feb. General.—Osaka Shosen Kaisha.
 TEIKAI, British str., 3,016, Stewart, 23rd Feb.—Singapore 17th Feb. General.—Butterfield & Swire.
 WAKAMATSU MARU, Japanese str., 1,722, N. Goto, 23rd February—Mojji 18th February. Coal.—Mitsui Bussan Kaisha.
 YUENHANG, British str., 1,128, F. Mooney, 24th February—Manila 21st February. General.—Jardine, Matheson & Co.

DEPARTURES.

Feb. 23rd.
 ARATON APAC, British str., for Shanghai.
 ASTORIA, British str., for Shanghai.
 BOMBAY MARU, Japanese str., for Shanghai.
 BRASLIA, German str., for Yokohama.
 CHONGHAI, British str., for Bangkok.
 COITIC, British str., for San Francisco.
 DEVAHA, British str., for Europe.
 GEORGY APAC, British str., for Calcutta.
 HOSUNO MARU, Japanese str., for Saigon.
 KIANGCHING, Chinese str., for Chinkiang.
 KUKICHOW, British str., for Canton.
 MEIFOO, Chinese str., for Shanghai.
 PEUVRENS, German str., for Saigon.
 PRINZEN, Norwegian str., for Bangkok.
 QUANTA, German str., for Saigon.
 RUBI, British str., for Manila.
 SEXTA, German str., for Surabaya.
 SENGKANG, British str., for Canton.
 TAIKANG, British str., for Saigon.
 VANG, Norwegian str., for Saigon.
 Feb. 23rd.
 ALABAMA, British str., for Aroe Bay.
 BORNIO, German str., for Saigon.
 BOURBON, French str., for Saigon.
 CHEONGHAI, British str., for Tientsin.
 KWANGTAR, Chinese str., for Canton.
 TREMONT, Amer. str., for Seattle.
 ULV, Norwegian str., for Saigon.

SHIPPING REPORTS.

The British str. *Haitan* reports: Strong N.E. monsoon and fine clear weather.
 The British str. *Glamorganshire* reports: Had fine clear weather and strong N.E. monsoon.
 The British str. *Hangkong* reports: Had fresh to moderate easterly winds and fine cloudy weather.
 The British str. *Yuenhang* reports: Experienced fresh to strong northerly winds and rough sea.
 The British str. *Chi shing* reports: Strong N.E. monsoon and rough sea. From due to dull and overcast.
 The British str. *Fockhart* reports: Light monsoon and smooth sea in Bay of Bengal, strong monsoon and heavy seas in China Sea.
 The German str. *Scandia* reports: Had fresh N.E. monsoon and moderate sea. On the 23rd passed *Brasilia* off Linnec Island, from Hongkong for Shanghai 1 day out. On the 23rd *Albion* off Breaker Point, from Hongkong for Shanghai 1 day out.

VESSELS IN DOCK.

Feb. 22nd.
 ABERDEEN DOCKS.—*Saxonia*, *Montpelier*, *Frederic*, *Z. Y. de Aldeon*, *Irish*, *Walden*, *Kongshou*, *Emerald*, *Sophy*, *Prins Sigismund*, *Wongki*, *Tybatup*, *Victoria*.
 COSMOPOLITAN DOCKS.—*Peng*, *Frederic*, *S.M.S. Planet*, *Hosun*.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAMERS.

FOR HAMBURG AND ANTWERP.

THE Steamship
 "GLENFURTH"
 Captain R. Webster, will be despatched as above TO-DAY, the 25th inst.
 For Freight, apply to
 MCGREGOR BROS. & CO.
 Hongkong, 11th February, 1907. 351

FOR KOBE.

THE Steamer
 "AZOSAN MARU"
 Captain K. Semya, will be despatched for the said Port TO-MORROW, the 26th inst., at Noon.
 For Freight, apply to
 THE MITSUI BUSSAN KAISHA.
 Hongkong, 23rd February, 1907. 444

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, Callao and Iquique via JAPAN PORTS. will be sent to Valparaiso if sufficient inducement.
 Steamers Tons To Sail
 "GLENFARG" 4,400 March 5th, Noon.
 "KASATO MARU" 6,100 April 25th, Noon.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.
 K. MATSUDA, Manager,
 York Building,
 Hongkong, 8th February, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	—	SHewan, Tomes & Co.	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Brindley	P. & O. S. N. Co.	About 25th inst.
LONDON &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 26th Mar., at Noon.
MARSEILLES, &c. via PORTS OF CALL	AUTRELIEN	Frans. str.	—	Verron	MESSAGERIES MARITIMES	On 5th Mar., at 1 p.m.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 26th Mar.
BREMEN, via PORTS OF CALL	FRIBSEN	Ger. str.	—	C. Mahrahn	MELCHERS & Co.	On 27th inst., at Noon.
HAMBURG & ANTWERP	GIENCKERT	Brit. str.	—	R. Webster	MCGREGOR BROS. & CO.	To-day.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	BRASLIA	Ger. str.	k.w.	Russ	HAMBURG-AMERIKA LINIE	On 24th Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	BELOGRAVIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERIKA LINIE	On 19th April.
NAPLES, IQUIQUE, via JAPAN PORTS, &c.	SCANTIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 16th Mar.
NAPLES, PLIMOUTH, HAVRE & HAMBURG	HAMBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 5th April.
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Aust. str.	—	Bilfinger	SANDER, WIELER & Co.	About 2nd Mar.
NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	About 12th Mar.
VANCOUVER via SHANGHAI JAPAN, &c.	MONTAGUE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	ENTREPRENEUR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th Mar., at 4 p.m.
VICTORIA (B.C.) & TACOMA via JAPAN	LIBA	Aust. str.	—	H. C. Armstrong	TOYO KISEN KAISHA	On 26th Mar., at Noon.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	GLADSTONE	Brit. str.	—	Hollman	SHewan, Tomes & Co.	On 4th Mar.
SAN FRANCISCO via PORTS	DAKOTA	Brit. str.	—	—	MELCHERS & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ WALDFMAR	Ger. str.	—	W. von Senden	GIBB, LIVINGSTON & Co.	On 2nd Mar., at Noon.
AUSTRALIAN PORTS via PORT DARWIN	EASTERN	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 8th Mar., at 4 p.m.
AUSTRALIAN PORTS via MANILA	TOINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 18th Mar.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	1 m.	T. Moore	MITSUI BUSSAN KAISHA	To-morrow, at Noon.
KOBE	ASUNO MARU	Jap. str.	—	K. Sumiya	JAVA-CHINA JAPAN LINE	On 27th inst., at 4 p.m.
JAPAN	YUENHANG	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 3rd Mar., Daylight.
TIENTSIN	KOCHOW	Brit. str.	—	G. S. Weigall	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI & CHINKIANG	KWANGSIE	Brit. str.	1 m.	A. Stett	JARDINE, MATHESON & Co.	On 27th inst., Daylight.
SHANGHAI via SWATOW, AMOY & FOOCHEW	SORHU MARU	Jap. str.	—	T. Suruga	JARDINE, MATHESON & Co.	On 27th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	HANGKANG	Brit. str.	—	Spencer Wilde	MELCHERS & Co.	On 27th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 1st Mar.
SHANGHAI	YOHOW	Brit. str.	1 m.	J. H. Brown	P. & O. S. N. Co.	On 4th Mar.
SHANGHAI, MOBI, KOBE & YOKOHAMA	NARBE	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	About 1st Mar.
SHANGHAI, KOBE & YOKOHAMA	LIBERIA	Ger. str.	k.w.	—	P. & O. S. N. Co.	On 4th Mar.
SHANGHAI	MALTA	Brit. str.	—	R. A. Peters	DOUGLAS LARSEN & Co.	About 8th Mar.
SHANGHAI	HAITAN	Brit. str.	2 h.	J. S. Rosch	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.
SHANGHAI	TAINING	Brit. str.	1 m.	A. W. Outerbridge	JARDINE, MATHESON & Co.	To-morrow, at 4 p.m.
SHANGHAI	YUENHANG	Brit. str.	—	F. Mooney	SHewan, Tomes & Co.	On 2nd Mar., at Noon.
SHANGHAI	ZAFIRO	Brit. str.	—	R. Rodger	SHewan, Tomes & Co.	On 8th Mar., at Noon.
SHANGHAI	RUBI	Brit. str.	—	E. Finlayson	JARDINE, MATHESON & Co.	To-day, at 4 p.m.
CEBU & ILOILO	KUTSANG	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co.	On 2nd Mar., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Zwart	JAVA-CHINA JAPAN LINE	About 7th Mar.
DATAVIA, CHERIBON, SAMARANG, &c.	TEIRODAS	Dut. str.	—	—	—	—

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SHANGHAI "HANGSANG" Wed. day, 27th Feb., 4 p.m.
 "MANILA" "YUENSANG" Friday, 1st Mar., 4 p.m.
 SINGAPORE, PENANG & CALCUTTA "KUTSANG" Saturday, 2nd Mar., 3 p.m.
 TIENTSIN "CHIPSING" Sunday, 3rd Mar., daylight.
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to
 HONGKONG, 25th February, 1907. JARDINE, MATHESON & CO., GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 2nd Mar., Noon.
RUBI	2540	R. Almond	Manila	On 9th Mar., Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 18th February, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
 SHEWAN TOMES & CO., GENERAL AGENTS.
 Hongkong, 13th November, 1906. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
 RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING

For Further Particulars, apply to
 MELCHERS & CO., AGENTS.
 Hongkong, 16th January, 1907. 9

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply lighted and fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward; at SOUTHAMPTON outward and at NAPLES in both directions.
 In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD. HOMEWARD.
 FOR SHANGHAI, KOBE, YOKOHAMA. FOR THE STRAITS COLOMBO, ADEN, SUFZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.

HAMBURG	3rd March	*SCANDIA	16th March
RHENANIA	2nd April	HAMBURG	5th April
HOHENSTAUFEN	30th April	RHENANIA	3rd May
SILESIA	31st May	HOHENSTAUFEN	29th May
SCANDIA	30th June		* Call at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.
 FOR SHANGHAI, KOBE & YOKOHAMA 3rd March
 FOR SHANGHAI, KOBE & YOKOHAMA 14th March
 FOR SHANGHAI, KOBE & YOKOHAMA 16th March
 FOR SHANGHAI, KOBE & YOKOHAMA 30th March
 FOR SHANGHAI, KOBE & YOKOHAMA 2nd April

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
 SAXONIA ... FOR HAVRE, BREMEN & HAMBURG ... 26th February
 *SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 18th March
 SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 20th March
 BRASLIA ... FOR HAVRE, BREMEN & HAMBURG ... 24th March
 *HAMBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April
 BELGRAVIA ... FOR HAVRE & HAMBURG ... 19th April

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA, B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
LYRA	4,417	H. C. Armstrong	On 27th March
SHAWMUT	9,606	E. V. Roberts	On 23rd April

Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS.
 QUEEN'S BUILDINGS, Hongkong, 25th February, 1907. 7

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Will be despatched for the above Ports TO-MORROW, the 26th February.
 For Freight and Further Particulars, apply to
 SHEWAN, TOMES & Co., Agents.

Hongkong, 18th January, 1907. 230

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above on SATURDAY, the 2nd March, at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in the staterooms.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th January, 1907. 301

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUFZ, and PORT SAID.

Taking Cargo at through rates to the Red Sea, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"AUSTRIA."

Captain Bilfinger, will be despatched as above on or about SATURDAY, the 2nd March, P.M.
 This Steamer has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents, Prince's Buildings, Hongkong, 1st February, 1907. 3

COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"AUSTRALIEN."

Captain Verron, will be despatched for MARSEILLES on TUESDAY, the 5th March, at 1 p.m.
 This Steamer connects at Colombo with the Australian line, and is bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "TOKIN" 19th Mar.
 S.S. "ERNEST SIMONS" 2nd April.
 S.S. "POLYBESIEY" 18th April.
 S.S. "VILLE DE LA CIOTAT" 30th April.
 S.S. "SALAZIE" 14th May.
 G. DE CHAMPEAUX, Agent.

Hongkong, 20th February, 1907. 2

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.
 "MUNCASTER CASTLE" 13th Mar.
 "LOWTHER CASTLE" 21st Mar.
 For Freight and further information, apply to
 DODWELL & CO., LTD., Agents.

Hongkong, 29th January, 1907. 787

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship

"DELHI"

Captain J. D. Andrews, carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 8th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "—", tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "—" due in London on —, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT, Superintendent.

Hongkong,

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	About 28th February	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE Capt. E. P. Martin	About 1st March	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Peters	About 8th March	Freight and Passage.
LONDON, &c., via USUAL PORTS of CALL	DELHI Capt. J. D. Andrews	Noon, 9th March	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th February, 1907.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
Cebu, ILOILO	"KAIFONG"	On 25th Feb., 4 P.M.
MANILA	"TAMING"	On 26th Feb., 4 P.M.
SHANGHAI and CHINKIANG	"KWANGSH"	On 26th Feb., 4 P.M.
TIENSIN	"KUEICHOW"	On 27th Feb., 4 P.M.
SHANGHAI	"YCHOOW"	On 1st Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th Mar., 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 18th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A day qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 20th February, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR THE CO.'S S.S. LEAVING

SHANGHAI via SWATOW, AMOY and FOCHOW	"SOSHU MARU"	WEDNESDAY, 27th Feb., at DAYLIGHT.
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These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unvalued Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

14

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific in the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

15 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
R.M.S. "EMPERESS OF JAPAN"	WEDNESDAY, 27th Feb.	23rd Mar.
"EMPERESS OF JAPAN"	THURSDAY, 14th Mar.	1st April
"EMPERESS OF JAPAN"	WEDNESDAY, 27th Mar.	20th April
"EMPERESS OF CHINA"	THURSDAY, 11th April	29th April
"ATHENIAN"	WEDNESDAY, 1st May	25th May
"EMPERESS OF INDIA"	THURSDAY, 2nd May	27th May

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,600 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 23 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers: 240; 242.

1st Class Railways: 240; 242.

R.M.S. "EMPERESS OF JAPAN," "TARTAR," and "ATHENIAN" carry intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Plaza Flor.

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA	0.50
CHILDREN OF THE CATHAY: A Social and Political Novel by C. J. Halcombe	3.50
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPIC, Sept. 18th, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	0.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illustrations	1.00
HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGLICAN CHINESE CALENDAR, 1854 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1905	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1874 to 1905	1.00
CALLED OUT: or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Miss J. H. Halcombe	2.00
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crime of H.M.S. Terrible)	1.00
SKETCHES OF THE WEST RIVER	0.25
PLAN OF VICTORIA	1.00
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.50
POWER OF ATTORNEY FORM	0.25

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 27th February
PRINZ LUDWIG	WEDNESDAY 27th March
* SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May
BAVERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 5th June
SCHARNHURST	WEDNESDAY 19th June
BOON	WEDNESDAY 3rd July

* Conveying H.M. The King of Siam, carrying Second Class Passengers only.

ON WEDNESDAY, the 27th day of FEBRUARY, 1907, at Noon, the Steamship "PREUSSEN," Captain C. Mahrt, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th Feb. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 26th Feb. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 26th Feb.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	261 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

* TO NEW YORK VIA SUETZ

VIA NAPLES, GENOA OR GIBRALTAR	64 0 0	44 0 0	26 0 0
return	115 0 0	79 0 0	42 0 0

VIA BREMEN OR SOUTHAMPTON

return	88 0 0	46 0 0	27 0 0
return	123 0 0	82 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the same RATES to be applied as via NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

DESCRIPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
PRINZ WALDEMAR	THURSDAY, 28th Feb.
PRINZ SIGISMUND	THURSDAY, 28th Mar.
MANILA	SATURDAY, 20th April

ON THURSDAY, the 28th February, at Noon, the Steamship "PRINZ WALDEMAR," Captain W. von Senden, with MAILES, PASSENGERS and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class	return
TO MANILA	\$50.00	\$30.00	\$20.00	\$80.00
TO NEW GUINEA	\$25.00	\$15.00	\$10.00	\$40.00
TO BRISBANE	\$25.00	\$15.00	\$10.00	\$40.00
TO SYDNEY	\$25.00	\$15.00	\$10.00	\$40.00
TO MELBOURNE	\$25.00	\$15.00	\$10.00	\$40.00
TO YOKOHAMA	\$25.00	\$15.00	\$10.00	\$40.00
TO KOBE	\$25.00	\$15.00	\$10.00	\$40.00
TO YOKOHAMA and back from KOBE to HONGKONG	\$140.00	\$100.00	\$60.00	\$240.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	287. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	95. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, } PRINZ LUDWIG" ... Wednesday, 27th Feb.

KOBE & YOKOHAMA

SHANGHAI, NAGASAKI, } "ZIETEN" ... Wednesday, 13th Mar.

KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG to Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.A.S.S. (O.), O. & O.S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

TO	1st Class
To London, via Plymouth or Southampton	\$82. 0. 0.
To Bremen	\$83. 0. 0.
To Paris via Cherbourg	\$65. 0. 0.
To Naples, Genoa via Gibraltar	\$65. 0. 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

For further Particulars, apply to

MELOHERS & CO., AGENTS.

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SHIPPERS

Gutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,
HONGKONG.

Cunliffe, Russell & Co.

10 & 12, Place de la Bourse.

SECURITIES ISSUED BY PARIS

European Govts and Municipalities offering

prospective income returns. PAMPHLETS

To be purchased for cash or on the "Trust" system of monthly payments.

CUNLIFFE, RUSSELL & CO. being the oldest established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptual facilities for payment. Numbers checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased at sight. Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS:

IN CHINA AND JAPAN for the above Line

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CARGO PORTS every fortnight.

For Freight and further particulars, apply to

DODD & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1893.

PASSENGER SEASON

1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon.

To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJANAS...	JAVA	First half of March	JAPAN	First half of March
TIJODAS...	JAPAN	First half of March	JAVA PORTS	First half of March
TIJLIWONG	JAVA	Second half of March	JAPAN	Second half of March
TIJMAHI	JAPAN	First half of April	JAVA PORTS	First half of April
TIJLATJAP	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 18th February, 1907.

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JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.

(Taking cargo to all ports in Netherlands India on through Bills of Lading.)

THE Steamship

"TIJODAS,"

Captain Zwart, will be despatched for the above

Ports on or about the 7th March.

For information as to Freight and Passage, apply to the

Head Agent of the

JAVA-CHINA-JAPAN LIJN.

(York Buildings, 1st Floor.)

Hongkong, 23rd February, 1907. 445

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

FRENCH.

Allouette, river gunboat, Lieut. Millot, Cochinchina.

Argus, gunboat, 123 tons, — guns, 500 h.p., Lieut. Jeannel, Canton.

Caronde, gunboat, Lieut. Kerschel, Saigon.

D'Assas, cruiser, 4,000 tons, 31 guns, 3,500 h.p., Com. Baie d'Along.

Decide, gunboat, 615 tons, 10 guns, 1,600 h.p., Lieut. Comdr. L'Eost, Haiphong.

D'Entrecasteaux, French cruiser, 11,242, Capt. Tracou, Hongkong.

Descares, cruiser, 3,995 tons, 14 guns, 5,500 h.p., Commander Amet, Baie d'Along.

Dupetit Thouars, armoured cruiser, 10,914 tons, Capt. Pasquet de St. Louis, Saigon.

Estuacion, submarine, Saigon.

Francisque, destroyer, 330 tons, 7 guns, 6,300 h.p., Lieut. Garreau, Hongkong.

Fronde, destroyer, 330 tons, 7 guns, 303 h.p., Lieut. Saint Seins, Hongkong.

Gueydon, cruiser, 9,999 tons, 36 guns, 20,200 h.p., Captain Ridoz, Saigon.

Gulchen, protected cruiser, flagship of Rear Admiral Bouise, Captain Tracou, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jaquini, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 309 h.p., Lieut. Sagos-Davaux, Saigon.

Kersant, gunboat, 1,250 tons, 5 guns, 2,200 h.p., Comdr. Simon, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (

